

# The Sydney Morning Herald.

No. 5093. VOL. XXXIV.

FRIDAY, SEPTEMBER 16, 1853.

PRICE, THREEPENCE

## STEAMER TO WOOLWONGONG.

**THE WILLIAM IV.**  
TUESDAY NIGHT at 8 o'clock,  
and SATURDAY MORNING at 8 o'clock,  
from Woolwongong to Sydney, via  
Sydney, at 3 p.m. Phoenix Wharf, Erskine-  
street, 18022

## STEAM TO MELBOURNE.

Regular Weekly communication between  
Melbourne and Sydney by the Australian  
Steam Navigation Company's Iron Steam-  
ships **WAKATAH** and **SHAMROCK**.

**THE public** are respect-  
fully informed that the  
above-mentioned steamers will  
continue to be alternately despatched to and  
from MELBOURNE and SYDNEY every  
THURSDAY, **FREDERICK TERRY**, Vice  
Assistant Manager, A. S. N. Company's Office,  
Sydney, August 27th. 10066

## HELLENPORT FOR MELBOURNE.

On Saturday next, at 3 p.m.

## THE S. and M. S. P.

Company's steamship  
**HELLENPORT**, 530 tons, W.  
Watts, commander, alongside the Wharf,  
this DAY, at 3 p.m. For freight or passage  
apply to **SMITH, BROTHERS, and CO.**,  
Raffles, George-street, 11142

## STEAM TO MELBOURNE AND ADELAIDE.

Adelaide, the splendid

screw steamship **OSMANLI**,  
550 tons, G. H. Corbett, commander, will  
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Raffles, George-street, 11142

## FOR MELBOURNE DIRECT.

Going up to the wharf without lightering a  
package.  
**THE** splendid clipper brig  
**DAIT**, 154 tons register,  
commanded by **George Bennett**, having  
the greater portion of her cargo ready to  
have immediate despatch. For freight or  
passage, having unrivalled accommodations,  
with stern cabin for ladies, beds and bedding  
board—apply on board, at the Flour  
Company's Wharf, or to **LAIDLAY, SIMMONDS,**  
**and CO.,** successors to Sheppard and  
Shepard and Alger, Packet Office, 480, George-  
street. No bonded goods can be received. 10047

## FOR MELBOURNE DIRECT.

Going to the Wharf without lightering a single  
package.

**THE** splendid clipper  
schooner **VANQUISSE**, 128  
tons register, Scott, commander,  
having the greater portion of her cargo ready  
to go on board, will have her usual despatch.  
For freight or passage, having excellent ac-  
commodations, beds and bedding, found, apply  
to **LAIDLAY, SIMMONDS, and CO.**, suc-  
cessors to Sheppard and Alger, Packet Office,  
480, George-street. 10048

## FOR MELBOURNE DIRECT.

Landing goods and passengers at the Wharf.

**THE** fine fast-sailing  
schooner **ALMADA**, 285 tons  
register, M. Mortimer, com-  
mander, is now ready to receive cargo, and will  
quick despatch. Intending passengers are re-  
quested to inspect her superior accommoda-  
tions. For freight or passage apply to Captain  
Mortimer, on board, at the Flour Company's  
Wharf, or to **LAIDLAY, SIMMONDS, and CO.**,  
Harrington-street. 10049

## FOR MELBOURNE DIRECT.

Never lighters.

**THE** clipper brig **CHRIS-**  
**TINA**, 126 tons, Thomas Rees,  
commander, is now loading for the  
above port, and will sail immediately. For  
freight or passage apply to the Captain, on  
board, at the Flour Company's Wharf, or to  
**T. and W. DAY, Sussex-street.** 10050

## FOR GEELONG AND HOBSON'S BAY.

**THE** fine British brig **EAL-**  
**DALHOUSIE**, J. W. Cart-  
wright, commander, 225 tons  
register, now alongside the Sydney  
Flour Wharf, will take dead  
weight for the Bay on reasonable terms,  
filing up with light freight for Geelong direct.  
For freight or passage, apply to the Captain,  
on board, or to **LAIDLAY, SIMMONDS, and**  
**CO.,** successors to Sheppard and Alger, Packet  
Office, 480, George-street. 10051

## FOR GEELONG DIRECT.

The nearest port to the Ballarat Gold Fields.

Going to the Wharf without lightering a  
single package.

**THE** splendid clipper brig  
**ACACIA**, 227 tons register,  
R. S. Smith, commander, having the  
greater portion of her cargo engaged, will  
have immediate despatch. For freight or  
passage, having superior accommodations,  
separate cabins for ladies, beds and  
bedding found, apply on board; or  
to **LAIDLAY, SIMMONDS, and**  
**CO.,** successors to Sheppard and Alger,  
Packet Office, 480, George-street. 10052

## FOR GEELONG DIRECT.

To follow the Jane.

**THE** barque **EDWARD**, An-  
derson, master, with quick  
despatch, will receive cargo, and will  
quick despatch. For freight or passage  
apply to **JOHN MORRIS, Agent, Albion**  
**Wharf (foot of Market-street).** 11107

## FOR GEELONG DIRECT.

Having room for a few tons only.

**CLIPPER brigantine JANE**,  
200 tons, Captain Rae, sails  
to-morrow. For freight or passage  
apply to **JOHN MORRIS, Agent, Albion**  
**Wharf (foot of Market-street).** 11114

## FOR LAUNCESTON.

**THE** barque **RORY O'MORE**,  
E. J. Church, commander, has  
room for about 60 tons light freight,  
for which or passage immediate application  
to be made to Captain Church, on board; or  
to **SMITH, CAMPBELL, and CO.,** Mac-  
quarie-place. 10070

## FOR ADELAIDE DIRECT.

With all despatch.

**THE** fine packet brig  
**HOCKING CARTER**, John  
Hocking, commander, 174 tons, has  
room for a few tons if arranged for im-  
mediate despatch. Spacious accommodations for both  
cabin and steerage passengers. Apply to  
**HENRY FISHER, Agent, George-street,**  
Southern Cross Lines, Melbourne, Lau-  
nceston, and Adelaide Packet Office. 11109

## FOR ADELAIDE DIRECT.

Landing at Northwood's Wharf.

**THE** A1 first class brig  
**THOMAS HENRY**, 335 tons  
register, J. H. Nixon, com-  
mander, having the greater portion of her  
cargo engaged, will sail with all despatch.  
For freight or passage, having excellent cabin  
and steerage accommodations, apply to  
on board; or to **THORNTON and CHURCH,**  
Macquarie-place. N.B.—This vessel is in-  
tended to run as a regular trader between  
Adelaide and Sydney. 9816

## FOR AUCKLAND, NEW ZEALAND.

**THE** barque **COMMODO-**  
**DORE**, Captain Blackfoot, will  
receive cargo all noon of Monday  
the 20th instant, after which no freight can  
be taken. For passage apply on board, at El-  
bow's Wharf, or for freight, to **M. R.**  
**MURKIN, Captain, and CHURCH,** 27  
**ROBERT SYKES FOR FORT NICHOL-**  
**SON.** 10078

## NOTICE.—Shippers by the

above vessel are requested to  
complete their shipments as early as  
possible, so as to positively clear at the  
Customs on Saturday. For freight or passage  
apply to the Captain, on board, at the Phoenix  
Wharf; or to **M. JOSEPH, 300, George-**  
**street.** 10731

## FOR NELSON DIRECT.

**THE** fine brig **SPRAY**, 200  
tons register, F. C. Scott, com-  
mander, will sail for the above port on Wed-  
nesday next. For freight or passage apply to  
Captain Scott, on board, at the Flour Com-  
pany's Wharf, or to **LAIDLAY, SIMMONDS,**  
**and CO.,** Harrington-street. 10014

## FOR CALLAO.

**THE** ship **ANNE**, Magnus  
Flett, master, 435 tons register,  
is requested. **WILLIS, MERRY**  
**and CO.** 9114

## FOR CALCUTTA DIRECT.

**THE** fine fast-sailing A1  
barque, **F. C. CLARK**, 800  
tons, F. C. Jean, commander, will  
sail for the above port on the 1st instant. For  
passage only, having splendid accommoda-  
tion, and carrying an experienced surgeon, ap-  
ply to **R. TOWNS.** 10021

## FOR CALCUTTA.

**THE** clipper ship **ANN**  
**HOLZBERG**, to sail im-  
mediately. For freight or passage apply  
to the Captain, on board; or to **ROBERT**  
**PORTER, Circular Quay.** 9513

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**PORTER, Circular Quay.** 9513

## FOR LONDON.

**THE** first-class clipper ship  
**TALAVARA**, 1000 tons, Al-  
bert, will sail on the 1st December next.  
This fine vessel was built in 1850 as an India  
passenger ship, and has just performed the  
outward voyage in 45 days. Her accommoda-  
tions for Cabin, Intermediate, and Steerage







We take the following important and interesting information from the *Straits Times Express* of the 15th August

National Library of Australia

**ELECTRIC TELEGRAPH FROM ENGLAND TO HOLLAND.**

A great stride in submarine engineering has just been successfully accomplished by the establishment of a telegraph cable between England and Holland, wires having been reeling on the Dutch coast, a distance in a straight line of 150 miles.

The engineering arrangements were under the superintendence of Mr. Edwin Clark, engineer-in-chief to the Admiralty, and the expedition was under the command of Lieut. Baresell, R.N.

The boats were engaged in the operation—the Monarch paddle steamer, 540 tons (a vessel purchased by the Admiralty for the purpose of carrying out such undertakings, in contemplation), having on the cable, 130 miles in length, and 300 tons in weight; the cable was reeled on by the engine of the Monarch; and by the Admiralty's treatment steamer, which was kindly lent to the expedition.

The course having been previously traced by Lieut. Baresell, the cable was accordingly left on the beach at 9 a.m., on Monday, the weather being in every way propitious, and the operation was commenced. A constant communication kept up with the English shore, and the cable was reeled on at the rate of 100 fathoms an hour, and suddenly, at about midnight the wind increased to a fresh gale from the west, and the cable was hauled in.

The difficulty of unreeeling the cable became exceedingly great, and the boats were obliged to stop. The determination of the men engaged in that duty, and who belonged to the establishment of Messrs. Siemens & Co., was, however, not to be deterred. On the day the boats were successfully made with difficulty. At night, as night approached, great apprehensions were felt that the cable would be broken, and the boats would be driven away by the wind. The boats were, however, driven away by the wind, and the cable was hauled in. The boats were, however, driven away by the wind, and the cable was hauled in.

A fresh departure was then taken; and, notwithstanding the darkness of the night, the base of the morning was reached, and the cable was hauled in. The boats were, however, driven away by the wind, and the cable was hauled in.

On reaching the Dutch coast on Tuesday night, the cable was hauled in, and the boats were driven away by the wind. The boats were, however, driven away by the wind, and the cable was hauled in.

Communications between the Hague and England were effected for the first time at 1 p.m., and messages were sent to the Hague, and the boats were driven away by the wind. The boats were, however, driven away by the wind, and the cable was hauled in.

The cable proved herself a thoroughly good going boat, especially adapted for the purpose, and is the first steamer which accomplished such an operation with the assistance of the cable. The cable was hauled in, and the boats were driven away by the wind. The boats were, however, driven away by the wind, and the cable was hauled in.

**DISCOVERY OF A ROMAN SARCOPHAGUS.**

On Tuesday last some workmen employed to excavate the foundations of warehouses in the Minorities, a little to the south of Holy Trinity Church, discovered a large stone coffin, which a cover had been fastened with iron clamps. The notion of concealed treasure at once dictated the course usually taken under such circumstances, and the excavators began to dig. They found, however, that the coffin was not what they expected, but a leaden coffin, containing a skull and bones. Fortunately the Rev. Thomas Hill heard of the discovery, and kindly Church examined. Accordingly, by the invitation of Mr. Hill, a considerable number of known antiquarian and scientific taste, assembled yesterday in the church to see the sarcophagus carefully opened. The lid had been replaced almost directly after the bones had been removed. The entire length of the stone sarcophagus is about five feet, its width about two feet, and the depth about one foot seven inches. The cover is made of stone, and is fastened with two strong iron clamps at each end. On removing the cover, the lid of an ornamental leaden coffin was exposed to view. It is covered with a beaded or wavy pattern, and is fastened with two strong iron clamps at each end. On removing the cover, the lid of an ornamental leaden coffin was exposed to view. It is covered with a beaded or wavy pattern, and is fastened with two strong iron clamps at each end. On removing the cover, the lid of an ornamental leaden coffin was exposed to view. It is covered with a beaded or wavy pattern, and is fastened with two strong iron clamps at each end.

Within this coffin were the remains of a young person, embedded in flint, which, by the teeth, it is considered was probably not more than eight years old. This discovery is one of the most interesting that has lately been made. Last year, in the same neighbourhood, a large number of bones were discovered, and many of them. It was proved, belonged to sepulchral edifices. In former times the district yielded vast quantities of urns, and all kinds of objects usually found in the tombs of the ancients. The coffin of their dead. Unhappily none of these were preserved.—Times, May 31.

**SIR WALTER SCOTT WAS NOT THE GREAT URGENT.**

There was a woman who was a highly respectable lady, who was an intimate friend, and a member of the Church, of a Scottish clergyman near the border. She informed him that she had been reading a book, and that she had found a man of the highest character and indubitable veracity, that all the earlier works known as the "Waverley Novels" were written under his roof. A certain degree of mystery attached to his name, and she had known him there of a gentleman who never appeared abroad. This gentleman, whose name has been already mentioned (Greenfield), owing to certain grave suspicions against him, was removed from the office of the clergyman, and took refuge in the house of the clergyman from which he was twice driven away in female attire, in consequence of suspicions entertained by his host that he was a man of the highest character and indubitable veracity, that all the earlier works known as the "Waverley Novels" were written under his roof. 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JOHN FAIRFAX, at the Morning Star  
Printing Office, Lower George-street, Sydney.  
New South Wales, Friday, September 16,  
1853.